

## Meeting #1 Summary

Wednesday, February 13, 2018, 4:00 – 6:00pm

Richard T. Jones Hall, OHSU Campus

### Committee Members in Attendance

Fred Miller (Chair), Doug Kelsey, Skai Dancey, Todd Lofgren, Zari Santner, Councilor Bob Stacey, Jamey Duhamel, Richard Stein (Alternate), Chet Orloff, Don Stastny.

**Absent:** Anton Vetterlien (Replaced by Alternate)

**Presenters:** Jennifer Koozer (Trimet), Carol Mayer-Reed & Shannon Simms (ZGF-VIA-Mayer/Reed Joint Venture)

### Welcome and Introductions

The Chair introduced the project to the committee members and explained the process and protocols for the how the committee will come to a decision about the Marquam Hill Connector type over the course of the four meetings.

The Chair noted:

- The GRC's role is to recommend a connector from Barbur Blvd. to Marquam Hill.
- The GRC receives data from the Project Working Group and makes a recommendation to the SWC Corridor Project Steering Committee.
- Ideally, the GRC will be unanimous in its recommendation, but that may not be the case.
- The GRC may recommend more than one option.

It was also made clear that after the GRC decision there will still be more design and analysis to do on the chosen option. The City of Portland review processes for design zone, environmental zones and scenic resource zones will take place later in the design process. TriMet and the design team will also acquire more specific site information later on, such as survey, geotechnical reports, and tree assessment. OHSU's potential hospital expansion will not be confirmed by the end of the GRC process.

Committee members were then asked to introduce themselves and identify the most important thing they felt that the Marquam Hill Connector should do. Key themes from this activity included:

- Cost effective, efficient.
- Cool, iconic, something to be proud of for decades.
- As accessible as possible; most benefit for vulnerable, transit-dependent people.
- Safe, welcoming.
- Honor and reflect natural beauty, history, and vision of the Olmstead Plan.
- Contribute to the region's economic competitiveness.

### Project Background

The project consultants provided an overview of the project including its relationship to SW Corridor Light Rail, key destinations, the importance of Terwilliger Parkway, and regulatory constraints ([view presentation slides](#)).

Key comments from the committee during this presentation included:

- It will be important to know the trees and species that currently live in this habitat.
- How will this connector project tie into larger issues of housing affordability and development in the area?
- It is important to think about the long-term viability of the connector particularly with the pace of technological change.
- Discussion about the challenge of making the connector both iconic for the community while also being cognizant of cost and efficiency.

## **Goals and Criteria Discussion**

The project consultants provided an overview of the draft goals and criteria that were developed by the working group ([see draft goals](#)). The committee offered a number of suggestions for refinement:

- Include criteria related to the opportunities for educational or interpretive elements.
- Safety should be a project requirement, not just a criteria.
- Include criteria about the potential for technological obsolescence
- Address the experiential quality of the connector. People should want to use and own it.
- Incorporate larger goal of community and regional benefits.
- The Connector should get more people to recognize what a treasure that Terwilliger Parkway is.
- Need to consider hours of operation.
- Incorporate the City of Portland's carbon emission reduction and sustainability goals into the criteria.
- Existing criteria is pretty dry - needs whimsy, coolness, something that makes it uniquely Portland, that people will come to the city to visit.
- Cost and accessibility are important. The Connector needs to remain free for all users.

## **Connector Types**

The committee had a brief discussion about possible connector types. The project consultants had started a list that included: on-grade path, elevated walkway, elevator, bridge, tunnel, funicular, aerial tram, and an escalator. More options will be added by the Working Group.

The committee suggested adding a shuttle bus and a cable car to the list. There was also a comment about making sure to consider emerging technologies, such as Autonomous Vehicles.

## **Public Comment**

Four people from the audience made comments.

- An individual emphasized that cost should not be a limiting factor because encouraging more use is the most important. He also said it was important to consider bikes. He mentioned the challenge of using the Darlene Hooley Bridge elevator for people with bikes.

- A PBOT staff member from the Marquam Hill Connector Working Group commented that this process reminds her of the Tilikum Crossing process. She noted that the bridge that was chosen was both the affordable and beautiful choice. There was agreement that the Tilikum Crossing was a good example of success.
- An OHSU employee from the Marquam Hill Connector working group member commented that it is important to realize that this connection will serve people in SW Portland as well as people that come to it from anywhere in TriMet's system, including the Eastside of Portland, all the way down to Clackamas.
- Another member of the Working Group voiced strong support for a solution that involves an escalator.

### **Next Steps**

Comments and suggestions from the Green Ribbon Committee will be used to refine the goals and criteria list, which will be presented to the committee at the next meeting.

### **Next Meeting:**

Wednesday, March 13, 2019  
4–6 p.m.  
Vey Auditorium – 11th Floor  
Doernbecher Children's Hospital  
700 SW Campus Dr., Portland